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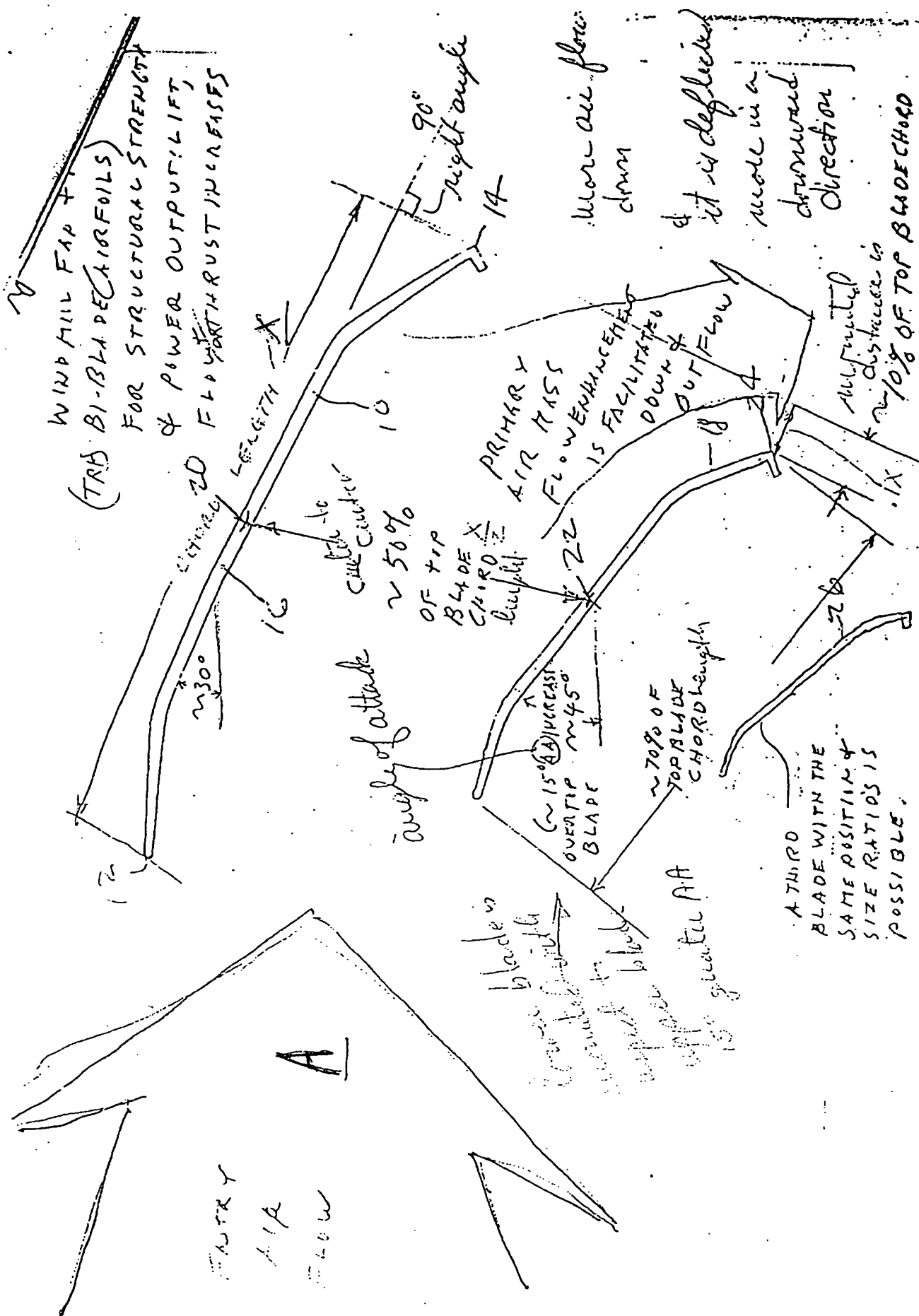


Fig. 1

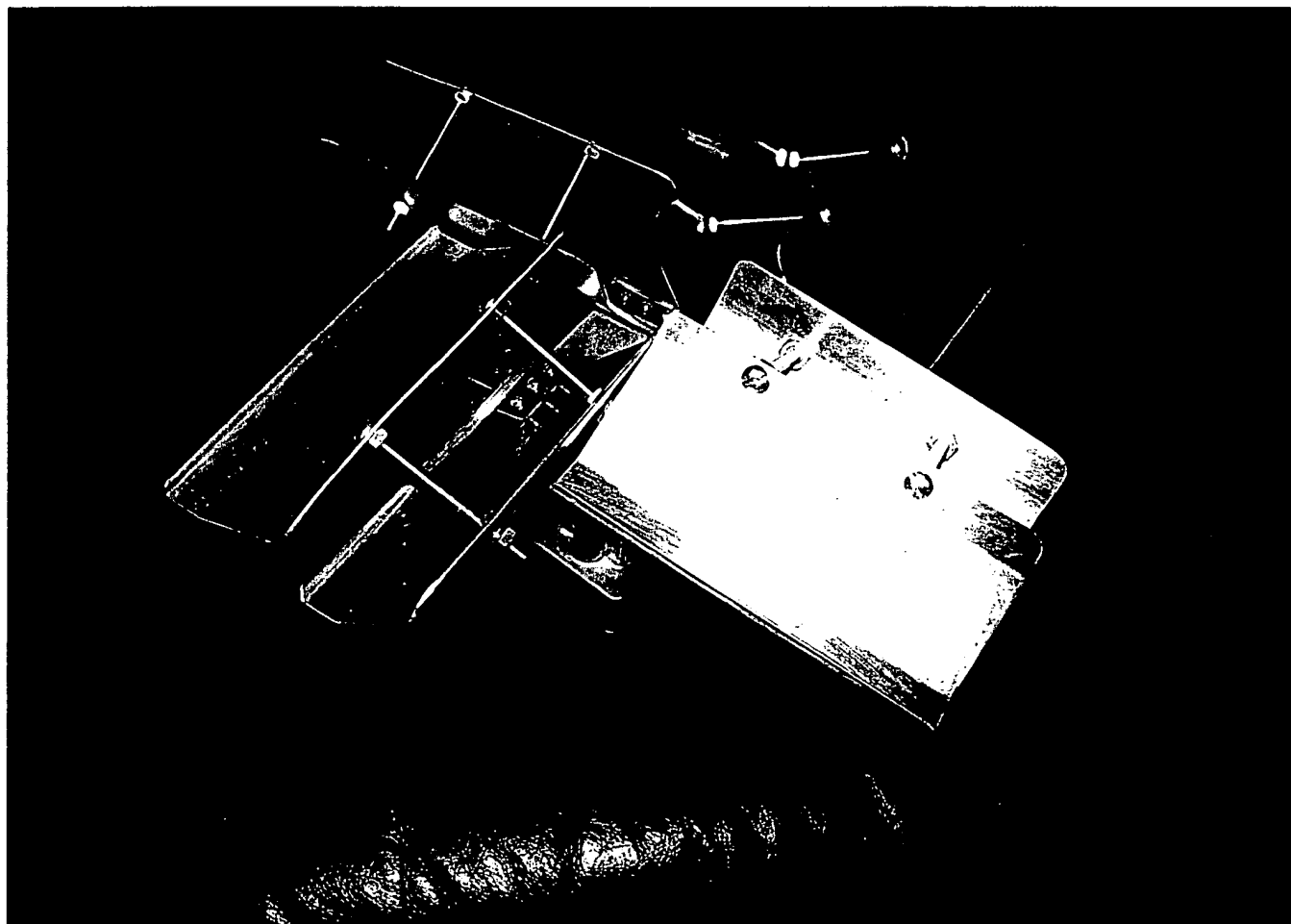
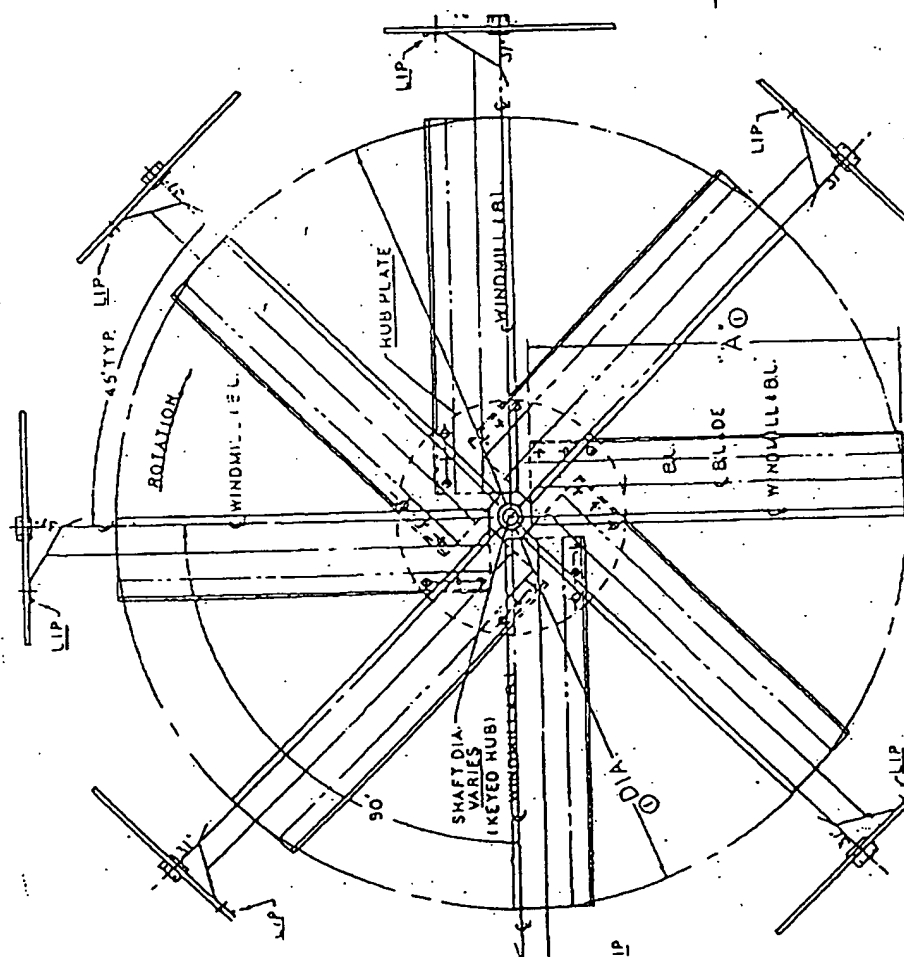
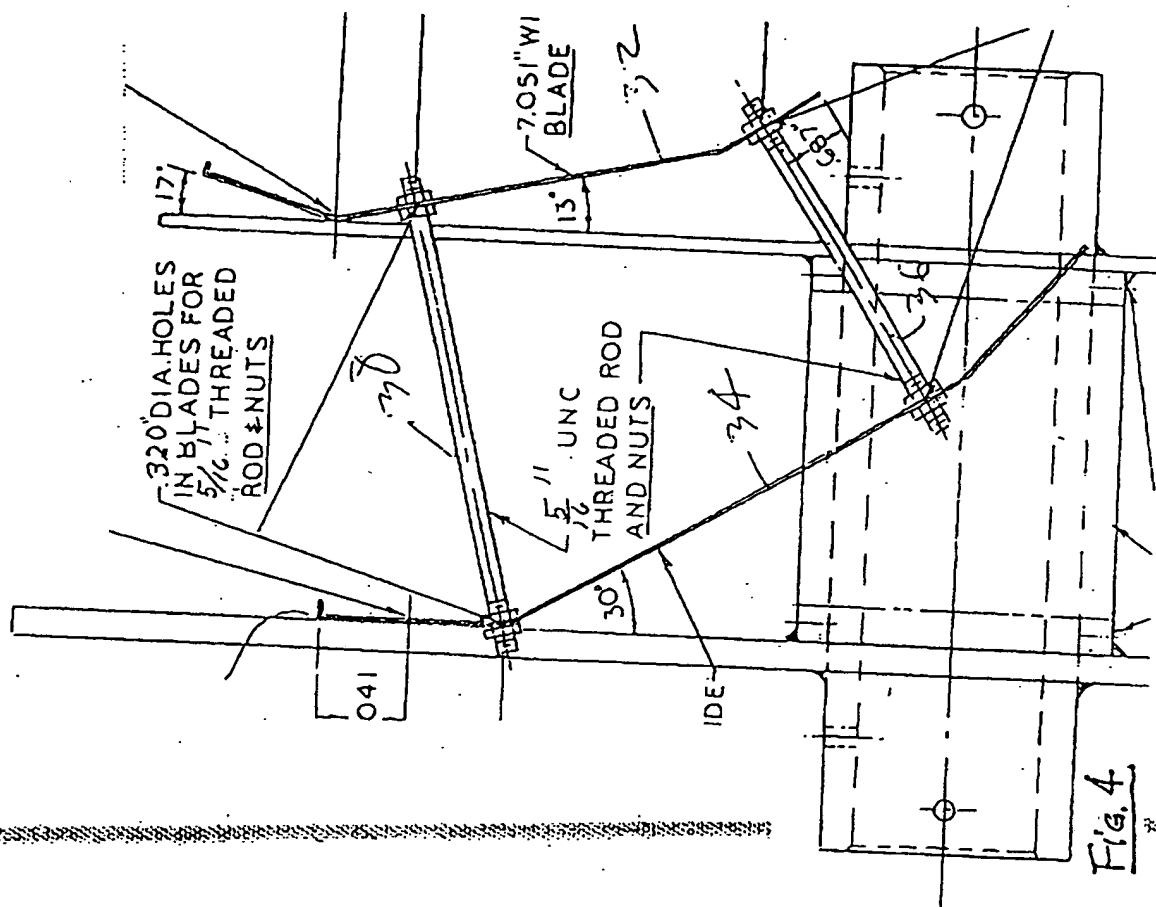


Fig. 2

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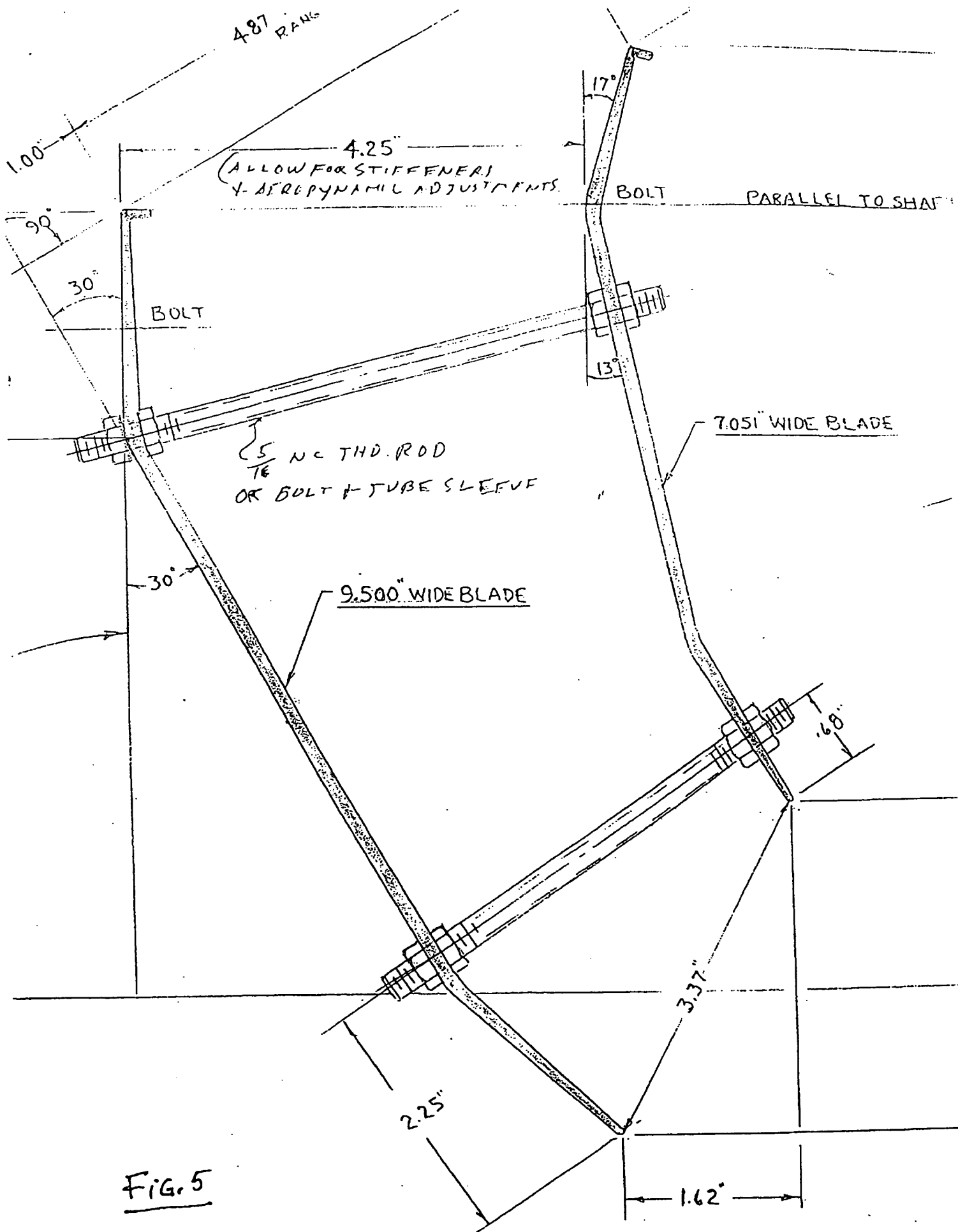
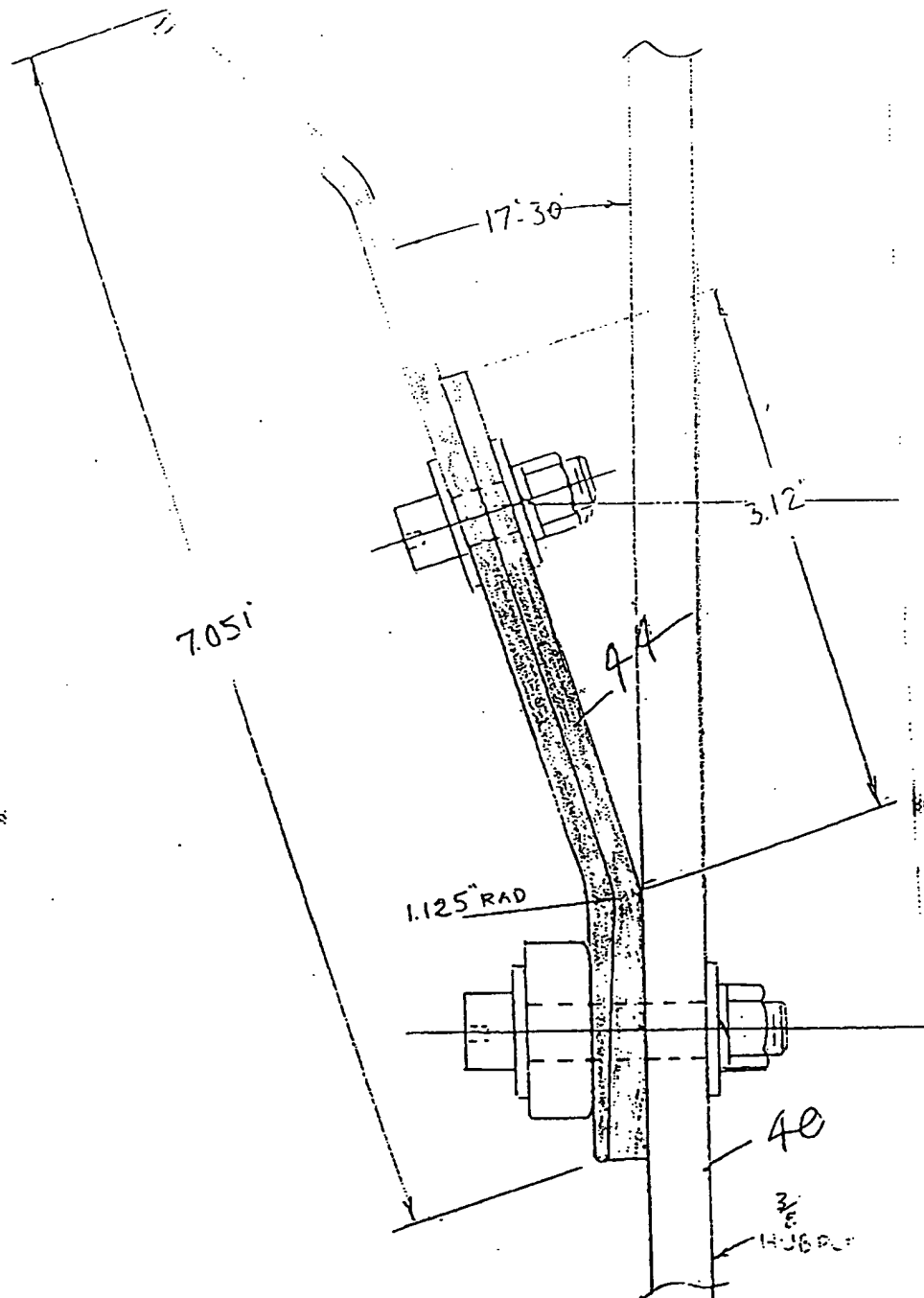


FIG. 5



STIFFENER 6063 ALUM EXTRUS. TO CHANGE  
 ANGLE OF BLADE RELATIVE TO FACE OF HUB P.T.  
 TO A MINUS 2°-30' OR 17°-30' OVERALL

FIG. 6

FAN SETUP

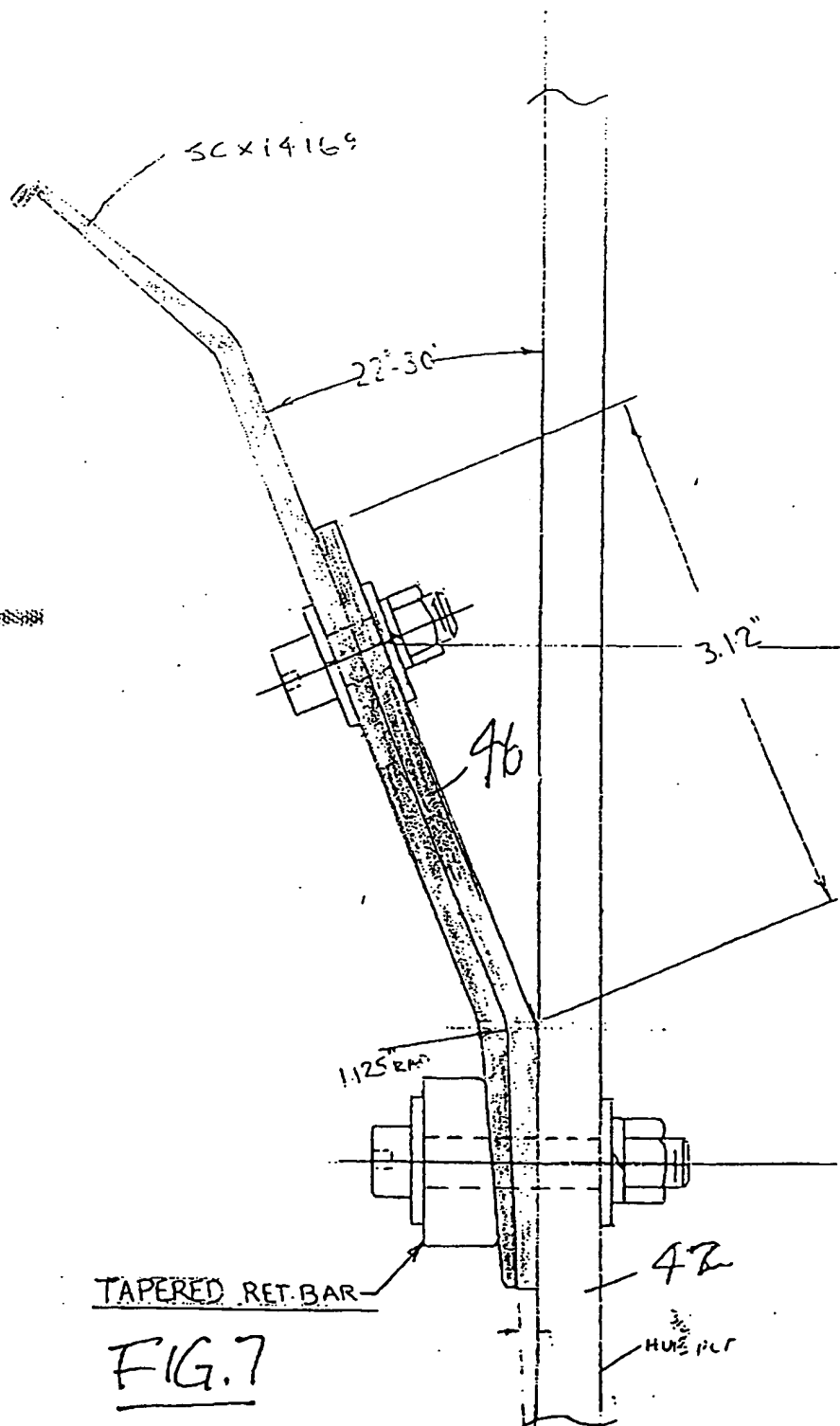
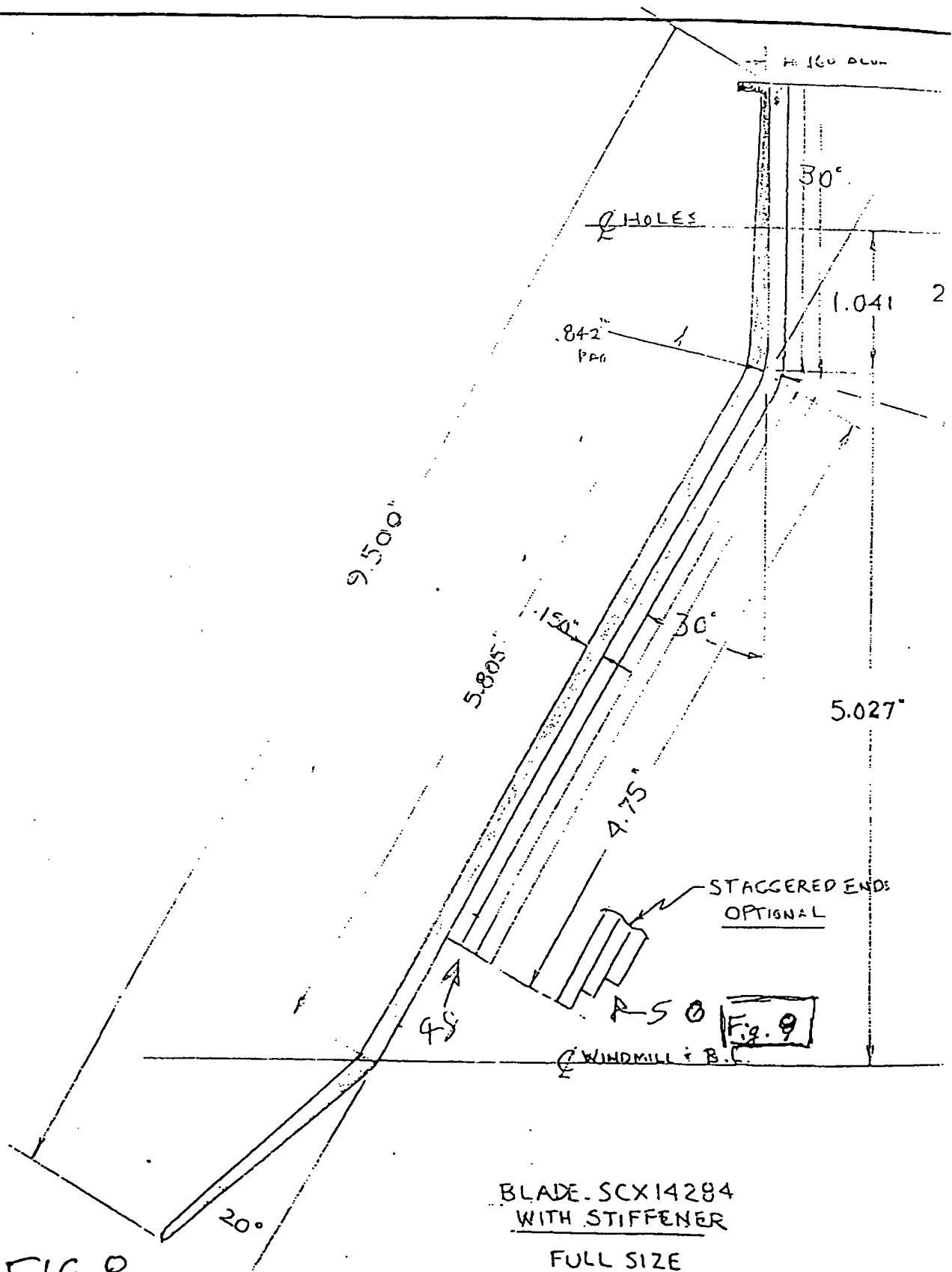


FIG. 8



BLADE SCX14284  
WITH STIFFENER

FULL SIZE



COMPARISON OF LIFT FORCE PER FOOT OF AIRFOIL (VANE) LENGTH VS. ANGLE OF ATTACK FOR THREE DIFFERENT AIRFOILS.

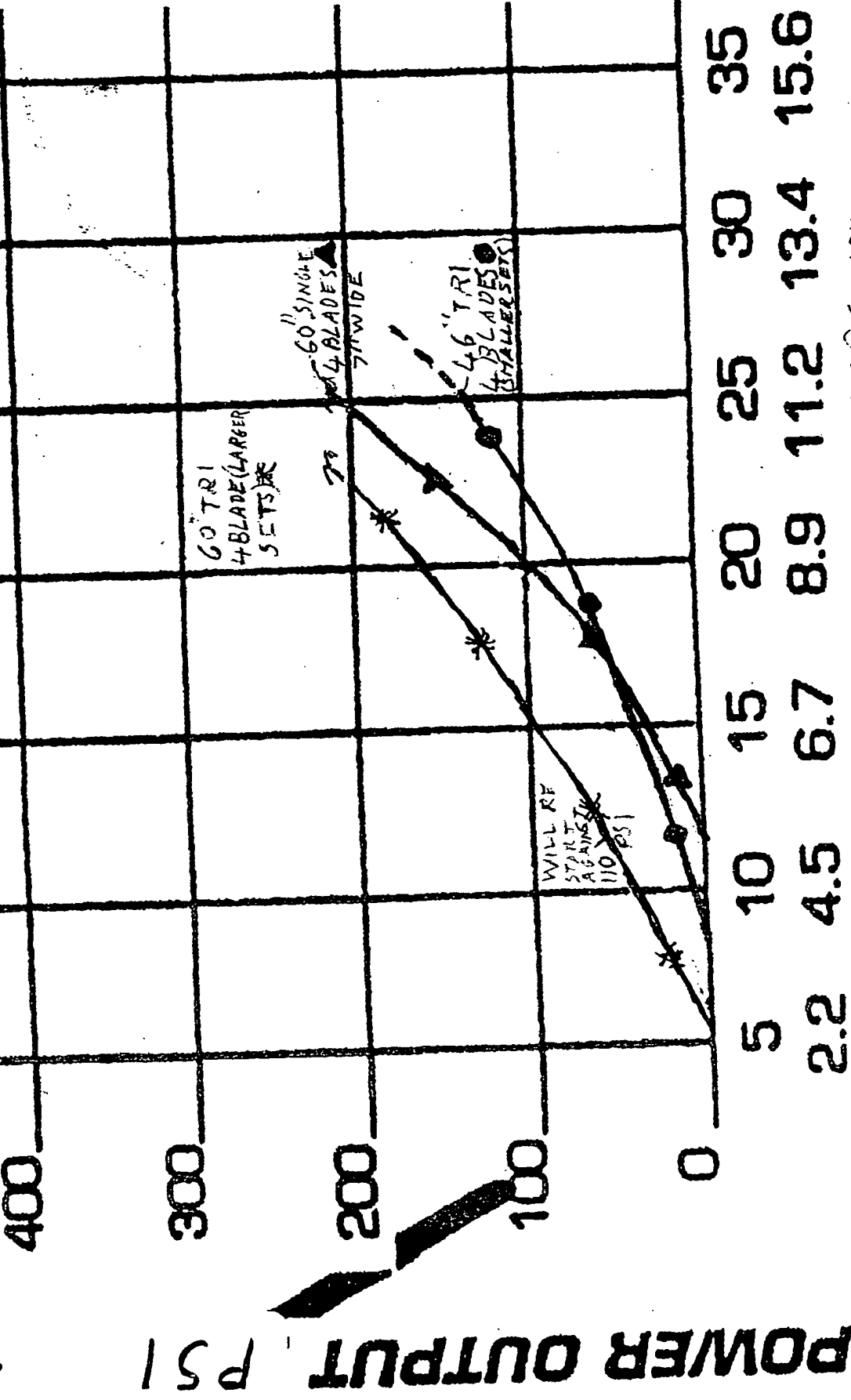
ANGLE OF ATTACK	7" CHORD McCABE AIRFOIL	8 $\frac{13}{32}$ " CHORD NACA-12 AIRFOIL	9 $\frac{1}{2}$ " 7" CHORD McCABE BI- VANE AIRFOIL
0°	1.04 #	—	2.85 #
8°	—	—	3.40 #
12°	1.85 #	0.95 #	3.65 #
16°	—	—	3.35 #
29°	2.40 #	1.25 #	2.20 #

Fig. 10

Fig. 10

WIND MILL  
AIR COMPRESSOR  
(TRACTOR PTO TYPE)

PERFORMANCE CURVES  
60" DIA SINGLE TRI, 60" TRI (4.6" & 4.6" 4 BLADES 7.5" 4.6" & 3.8" TRI SETS



46" DIA SW 3 BLADE DID NOT TURN THE SAME COMPRESSOR @ 60 MPH  
46" DIA McC 3 BLADE 4.6" CHRD - 30 MPH STR  
CONCLUSION: IT TAKES MORE WIDE FOR  
BI/TRI McC AIRFOIL TO DO COMPRESSED AIR POWER GENERATION BUT VERY LOW WIND SPEED OK

FIG. 11

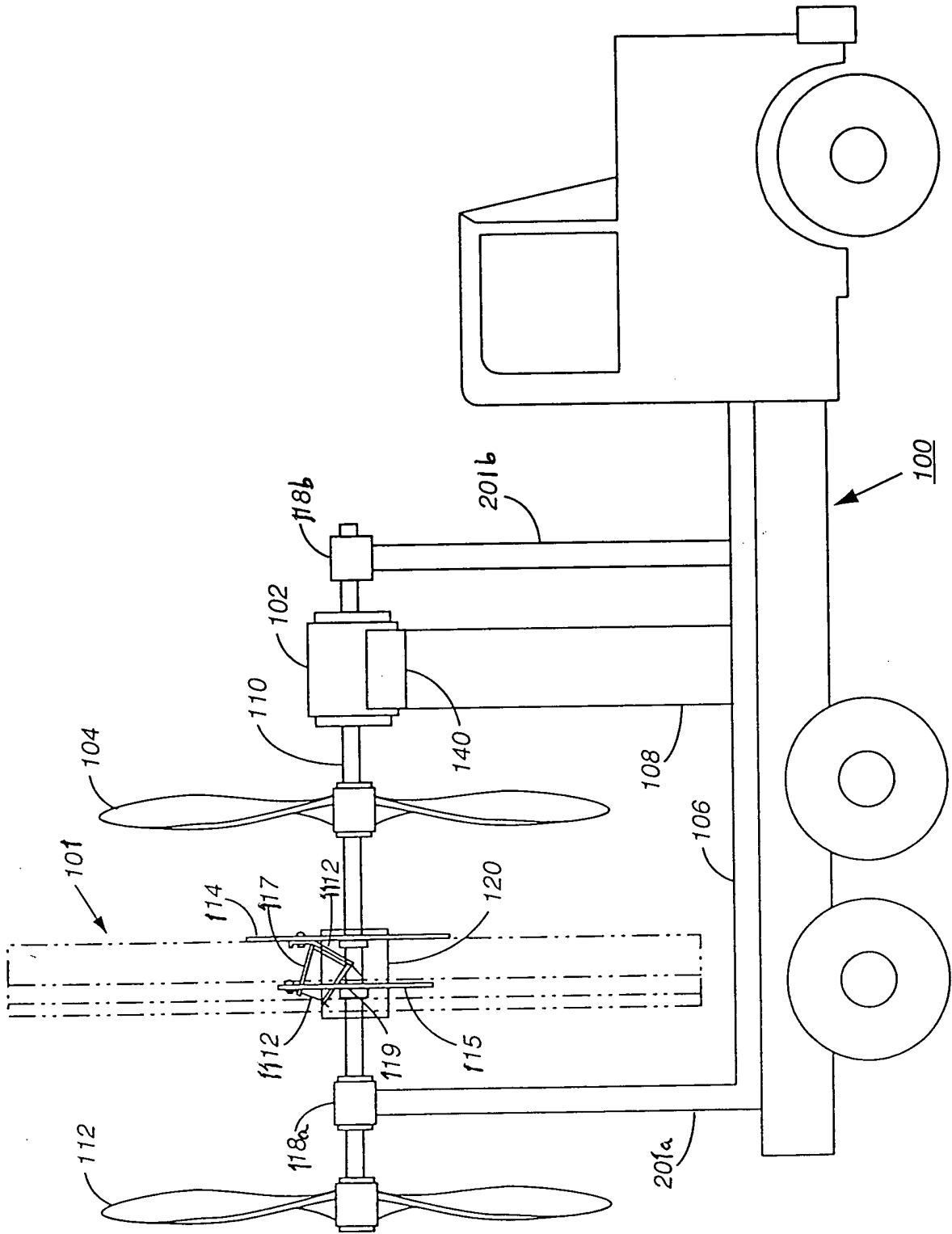


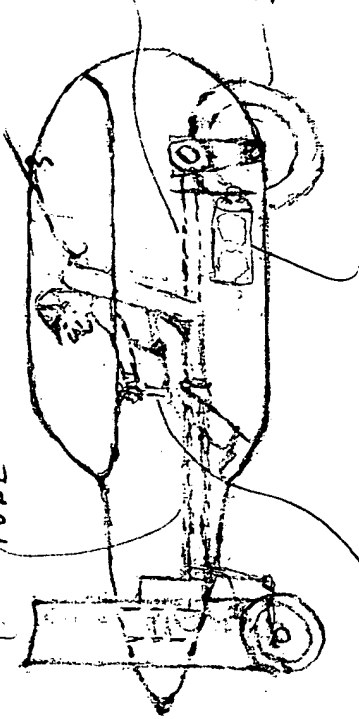
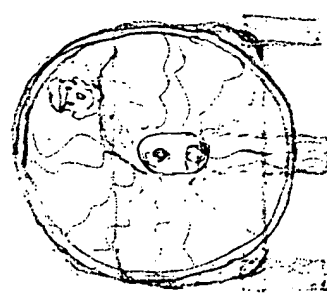
FIG. 12

TRI BLADE (4-8 BLADES SYS.)  
WINDMILL  
(SHROUD OPTIONAL  
(COULD BE REARWARD  
MOUNTED WINDMILL ALSO))

STEERING  
TUBE

OPT. AIR TANK

WINDMILL  
DRIVE SHAFT  
SINGLE DRIVEN,  
REAR WHEEL



CENTER STICK CONTROL:  
FWD- ACCELERATE  
TWO SIDES TURN  
FULL BACK BRAKE

25-40 HP ENGINE OPTIONS:

1. GAS
  2. ELECTRIC
  3. AIR (COMPRESSOR-ENGINE HYBRID)
- (HYBRIDS OF ABOVE, e.g. ELECTRIC-AIR,  
GAS-AIR, ETC.)

4 DIRECT MECHANICAL DRIVE

FROM WINDMILL

F. J. MC CABE

WINDMILL ASSISTED TO  
CONTINUOUS WINDMILL  
POWERED VEHICLE

FIG. 13

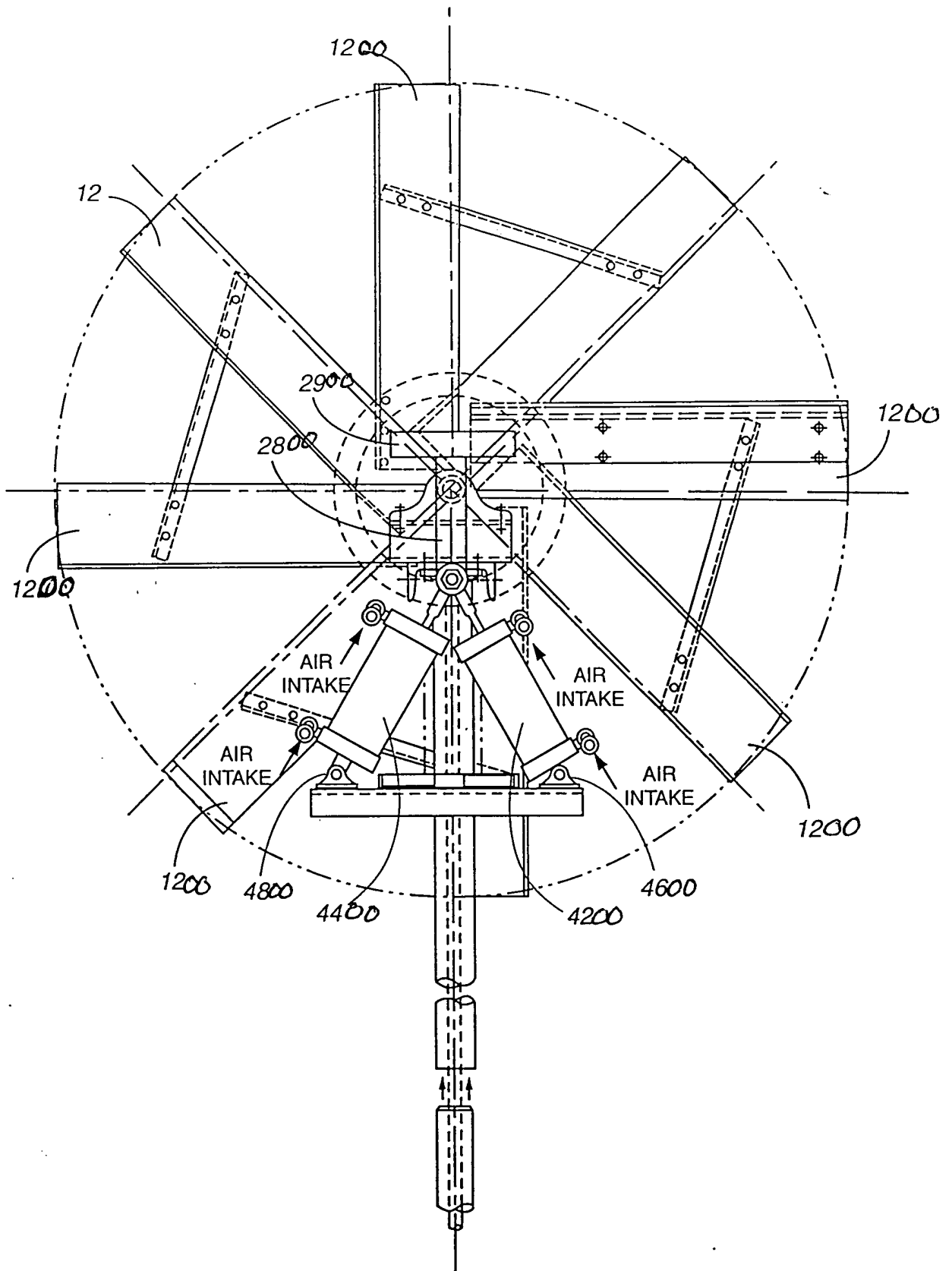
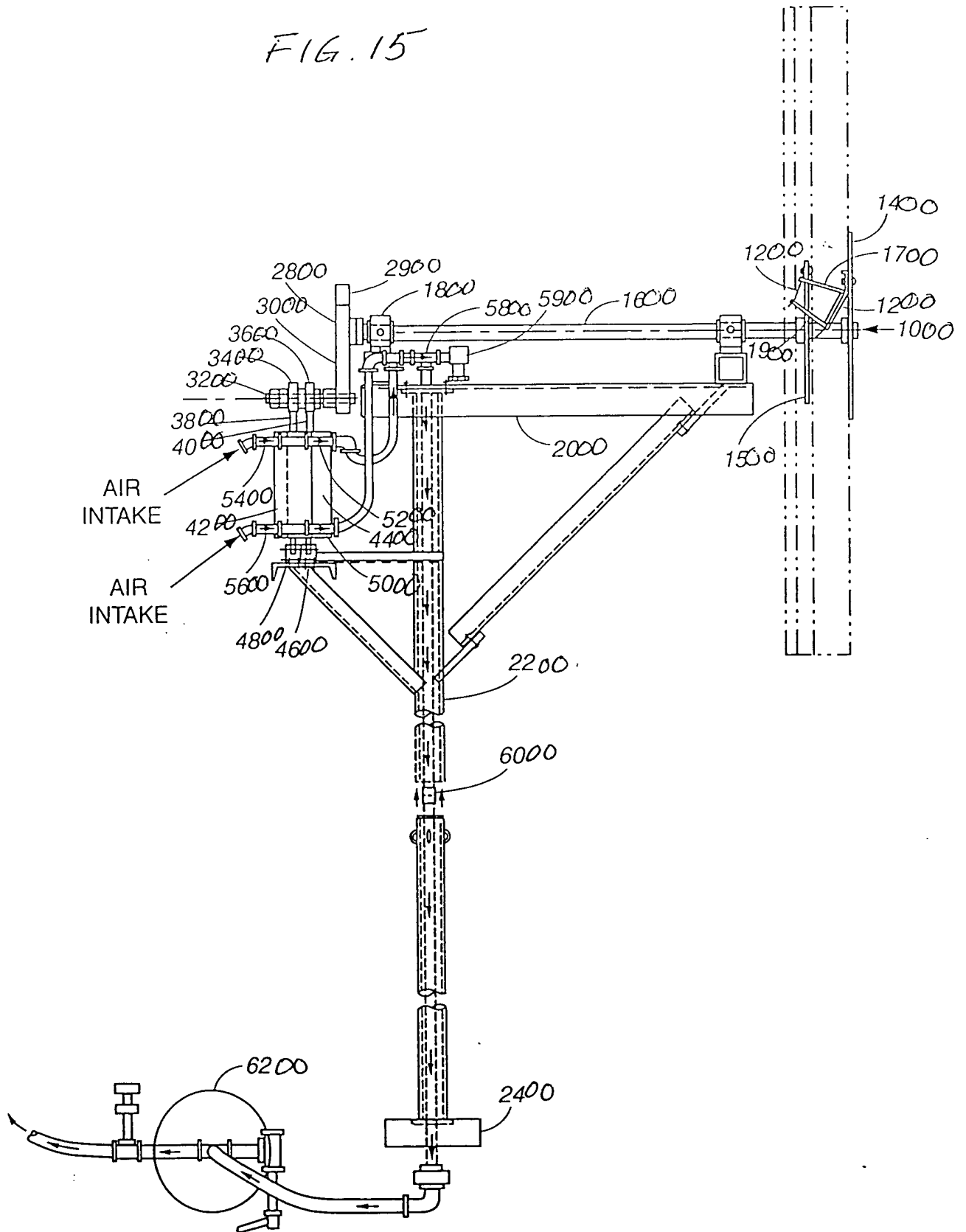
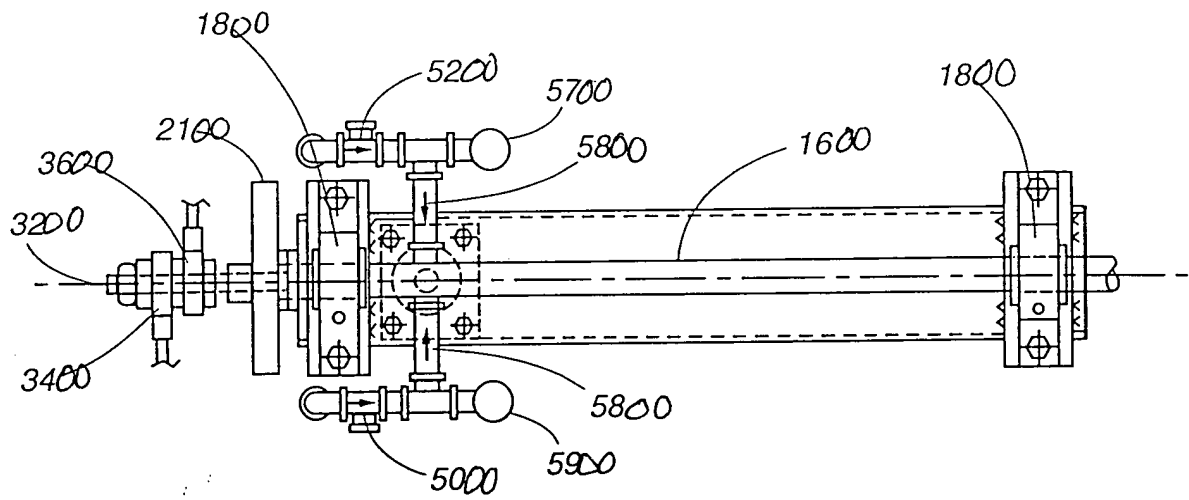
**FIG. 14**

FIG. 15



**FIG. 16**